

BEFORE THE
INTERSTATE COMMERCE COMMISSION

APPLICATION OF BOSTON AND MAINE RAILROAD
FOR CERTIFICATE AUTHORIZING IT TO ABANDON
A PORTION OF ITS LINES IN HILLSBOROUGH
COUNTY, NEW HAMPSHIRE

W. A. Cole
General Counsel

May 4, 1942

BEFORE THE
INTERSTATE COMMERCE COMMISSION

APPLICATION OF BOSTON AND MAINE RAILROAD
FOR CERTIFICATE AUTHORIZING IT TO ABANDON
A PORTION OF ITS LINES IN HILLSBOROUGH
COUNTY, NEW HAMPSHIRE

Respectfully represents the applicant, Boston and Maine Railroad, as follows:

- a. Its full corporate name is BOSTON AND MAINE RAILROAD.
- b. It is a common carrier by railroad subject to the Interstate Commerce Act.
- c. It herewith seeks authority to abandon that portion of its lines in Hillsborough County, New Hampshire which extends approximately 2.2 miles from its freight yards in the City of Nashua to the end of said portion in the Town of Hudson, all in the City, Town, County and State aforesaid.
- d. Abandonment of the line is sought.
- e. Service on this line is no longer necessary. No regular passenger service is operated on the line, and the freight traffic averages less than two cars per month. Its abandonment will make the steel and other track materials available for other uses.
- f. Correspondence in regard to this application may be addressed to W. A. Cole, General Counsel, 150 Causeway Street, Boston, Massachusetts.

g. Applicant is organized under the laws of Maine, New Hampshire, Massachusetts and New York, and is authorized to do business in Vermont.

h. The making and filing of this application were authorized by a vote of the Executive Committee of its Board of Directors passed April 28, 1942, a certified copy of which is attached hereto.

i. Attached hereto is a copy of a situation map showing the line in question and nearby rail lines. Except as otherwise indicated, all of said lines are operated as part of the system of the Boston and Maine Railroad.

BOSTON AND MAINE RAILROAD

By Edward S. French
President.

At a meeting of the Executive Committee of the Board of Directors of BOSTON AND MAINE RAILROAD, duly notified and held at Boston, Massachusetts, on April 28, 1942, a quorum being present, the following action was taken:

VOTED: that the President, Edward S. French be and he hereby is authorized on behalf of the corporation to make application to the Interstate Commerce Commission for authority to abandon approximately 2.2 miles of the corporation's line of railroad which extends from its yard in the City of Nashua to the end of said line in the Town of Hudson, all in said City and Town, Hillsborough County and State of New Hampshire; and that he be further authorized to sign, verify and file on behalf of the corporation an appropriate application to the Interstate Commerce Commission and a return to any Questionnaire submitted by said Commission, and generally to perform all acts necessary, convenient or desirable toward accomplishing the foregoing.

Attest:

Arthur B. Nichols

Clerk.

(Corporate seal)

INTERSTATE COMMERCE COMMISSION

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

COPY

Finance Docket No. 13733

BOSTON & MAINE RAILROAD ABANDONMENT

Submitted June 18, 1942.Decided June 26, 1942

Certificate issued permitting abandonment by the Boston & Maine Railroad of a branch line of railroad in Hillsborough County, N. H.

W. A. Cole for applicant.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS PORTER, MAHAFFIE, AND MILLER

BY DIVISION 4:

The Boston and Maine Railroad, on May 6, 1942, applied for permission to abandon a branch line of railroad extending from Nashua to Hudson, approximately 2.2 miles, in Hillsborough County, N. H. No representations have been made by State authorities and no objection to the application has been offered.

The branch was constructed in 1874 and acquired by the applicant in 1911. Hudson, the only station on the branch, is a community of 3,409 inhabitants. It has no industries having rail connection with the branch. There is a wild animal farm in the vicinity of Hudson which receives occasional carload shipments of animals and hay which are delivered on the branch.

~~Scheduled passenger service on the branch was discontinued in 1934, but since then the applicant has been operating Sunday excursion trains during the summer months to accommodate passengers visiting the animal farm. The applicant states that it will discontinue the operation of such trains during the war emergency period.~~

Freight traffic on the branch, consisting chiefly of hay, limestone, paving tar, and fertilizer, is handled in switching movement from Nashua. The total number of carloads was 8 in 1940, 19 in 1941, and 8 during the first three months of 1942. The number of passengers is not shown.

The record contains statements covering the financial results of operation of the branch for the years 1940, 1941, and for the first three months of 1942. Computations made from these statements for the two full years disclose the following results: Gross system revenues accruing to the applicant from the branch-line traffic, freight \$373, \$760, passenger \$1,480, \$2,188, total \$2,153, \$2,948; railway operating expenses, maintenance of way and structures \$446, \$1,232, transportation, passenger \$2,391, \$1,765, freight \$191, \$191, total \$3,028, \$3,188; cost of handling the branch-line traffic over other parts of the applicant's system, based on 50 percent of the gross revenues derived therefrom, \$1,076, \$1,474; and loss

W. A. Cole for applicant.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS PORTER, MAHAFFIE, AND MILLER

BY DIVISION 4:

The Boston and Maine Railroad, on May 6, 1942, applied for permission to abandon a branch line of railroad extending from Nashua to Hudson, approximately 2.2 miles, in Hillsborough County, N. H. No representations have been made by State authorities and no objection to the application has been offered.

The branch was constructed in 1874 and acquired by the applicant in 1911. Hudson, the only station on the branch, is a community of 3,409 inhabitants. It has no industries having rail connection with the branch. There is a wild animal farm in the vicinity of Hudson which receives occasional carload shipments of animals and hay which are delivered on the branch.

Scheduled passenger service on the branch was discontinued in 1934, but since then the applicant has been operating Sunday excursion trains during the summer months to accommodate passengers visiting the animal farm. The applicant states that it will discontinue the operation of such trains during the war emergency period.

Freight traffic on the branch, consisting chiefly of hay, limestone, paving tar, and fertilizer, is handled in switching movement from Nashua. The total number of carloads was 8 in 1940, 19 in 1941, and 8 during the first three months of 1942. The number of passengers is not shown.

The record contains statements covering the financial results of operation of the branch for the years 1940, 1941, and for the first three months of 1942. Computations made from these statements for the two full years disclose the following results: Gross system revenues accruing to the applicant from the branch-line traffic, freight \$373, \$760, passenger \$1,480, \$2,188, total \$2,153, \$2,948; railway operating expenses, maintenance of way and structures \$446, \$1,232, transportation, passenger \$2,391, \$1,765, freight \$191, \$191, total \$3,028, \$3,188; cost of handling the branch-line traffic over other parts of the applicant's system, based on 50 percent of the gross revenues derived therefrom, \$1,076, \$1,474; and loss from operation of the branch \$1,851, \$1,714.

The physical characteristics of the branch, such as weight of rail, etc., are not shown. The net salvage value is estimated by the applicants to be \$6,839, based on current prices of scrap and the value of usable material.

The record supports the conclusion that continued operation of the branch would impose an undue and unnecessary burden upon the applicant and upon interstate commerce.

We find that the present and future public convenience and necessity permit abandonment by the Boston and Maine Railroad of the branch line of railroad in Hillsborough County, N. H., described herein. An appropriate certificate will be issued,

effective from its date, in which
suitable provisions for the cancellation of tariffs.

CONSIDERATION OF PUBLIC CONVENIENCE AND NECESSITY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 4,
held at its office in Washington, D. C., on the 26th
day of June, A. D. 1942.

Finance Docket No. 13733

BOSTON & MAINE RAILROAD ABANDONMENT

Investigation of the matters and things involved in this proceeding having been made and said division having, on the date hereof, made and filed a report containing its findings of fact and conclusions thereon, which report is hereby referred to and made a part hereof:

It is hereby certified, That the present and future public convenience and necessity permit abandonment by the Boston and Maine Railroad of the branch line of railroad in Hillsborough County, N. H., described in the report aforesaid.

It is ordered, That this certificate shall take effect and be in force from and after 15 days from its date. Tariffs may be canceled upon notice to this Commission and to the general public by not less than 5 days' filing and posting in the manner prescribed in section 6 of the Interstate Commerce Act.

It is further ordered, That the Boston and Maine Railroad, when filing schedules canceling tariffs applicable on said line, shall in such schedules refer to this certificate by title, date and docket number.

And it is further ordered, That the Boston and Maine Railroad shall report to this Commission as required by valuation order No. 24, effective May 15, 1928.

By the Commission, division 4.

W. P. BARTEL,

Secretary.